

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEWSERIES No. 8130

號九廿月正年二統宣

THURSDAY, MARCH 10, 1910.

四拜禮

號十月三英港香

\$30 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling £1,500,000 at 4/6 = \$11,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
H. M. Tomkins, Esq., Chairman.
G. Balloch, Esq., Deputy Chairman.
J. W. Bannock, Esq., G. H. Medhurst, Esq.,
Hon. Mr. W. J. Gresson, M. Shallen, Esq.,
G. S. Gubbay, Esq., R. Shewan, Esq.,
G. R. Leemann, Esq., H. A. Siebs, Esq.,
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 2nd March, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,500,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.

" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "
W. M. DICKSON,
Manager.
Hongkong, 5th April, 1909.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKYO, OHEFOO, TIENTSIN, PEKIN, NEWHONGWANG, DALNY, PORT ARTHUR, ANTUNG, LIYANG, MUKDEN, SHANGHAI, TIE-LING, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balances.
On fixed deposit—
For 12 months, 4 1/2 per Cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

TAKKO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—\$1,000,000

HEAD OFFICE—SHANGHAI.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Kasselerische Bank (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank, Berlin,
Berliner Handels-Gesellschaft,
Bank für Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Söhne, Frankfurt,
Joseph B. Stern,
Norddeutsche Bank in Hamburg,
Sal. Oppenheim Jr. & Co., Köln,
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROSENTHAL & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON BRANCH,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned by application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hongkong, 1st March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$4,500,000
ABOUT MEX \$7,500,000
RESERVE FUND GOLD \$4,500,000
ABOUT MEX \$7,500,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMILL HOUSE, E.C.

LONDON BANKERS:
" BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Annum on the daily balances and accepts Fixed Deposits at the following rates:—
For 12 months, 4 1/2 per Cent. per Annum.
" 6 " 3 1/2 " "
" 3 " 3 " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908.

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.
C. Stephanius, Esq.,
Lee Yung Su, Esq.,
J. H. McMichael, Esq.,
C. R. Burkill, Esq.,
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Nelli, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force \$34,054,152.00
Assets 7,114,490.08
Income for Year 5,073,834.81
Total Security to Policyholders 7,885,854.55

LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAPE, Esq., Canton, Macao, and the Philippines, District Secretary.

ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1909.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT GARS.

6.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

6.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 7.00 p.m. Every 15 minutes.

NIGHT GARS on Week Days.

6.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, The Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1910.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	OFF VESSELS
SHANGHAI	DEVANHA	About 17th Mar.	Freight and Passage.
LONDON, &c., via usual Ports	MACDONIA	Noon, 19th Mar.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA	About 23rd Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	About 25th Mar.	Freight and Passage.

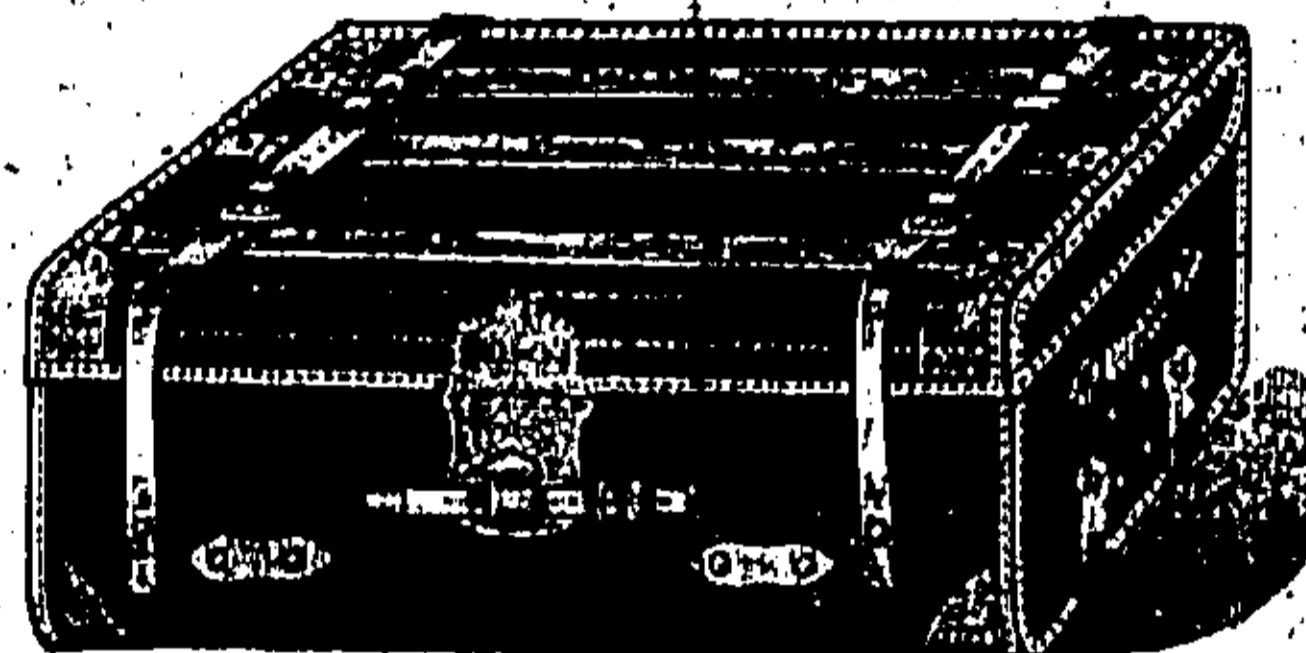
For Further Particulars apply to E. A. HEWETT, Superintendent.

P & O. S. N. Co.'s Office, Hongkong, 10th March 1910.

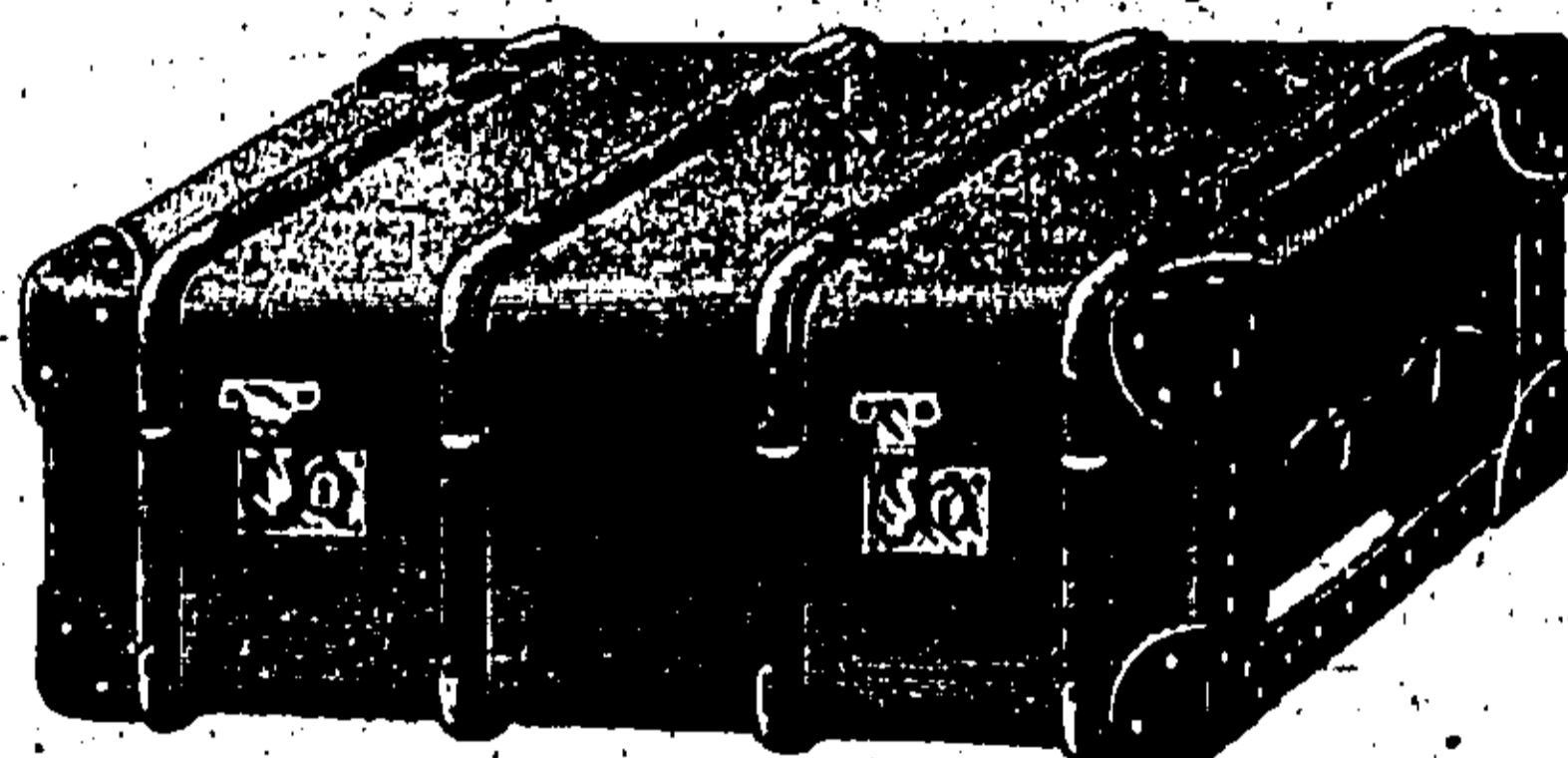
Intimations.

LANE, CRAWFORD & CO.

CABIN TRUNKS.



All Sizes. From \$18.00 each.



KIT BAGS. SUIT CASES. CABIN BAGS.

ILLUSTRATED LIST ON APPLICATION.

LANE, CRAWFORD & CO.

GALDBECK, MAGGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.



Telephone No. 75.

Hongkong, 20th January, 1910.

Hotels.

BOXING TOURNAMENT.

AT BELLE VIEW STADIUM, Telephone No. 607.

A GRAND TOURNAMENT for WELTER WEIGHTS and HEAVY WEIGHT is being promoted by the proprietor of the Belle View Hotel to take place on SUNDAY AFTERNOON, 20th instant.

The Tournament is open to all Navy and Army men. Entries will be received by the undersigned. The prizes are Two Silver Cups suitably inscribed, as well as a Purse. The trophies will shortly be on view at the Belle View Hotel. Correspondence should be addressed to W. WINOH, Belle View Hotel.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 7th March.	THURSDAY, 10th March.	MONDAY, 7th March.	THURSDAY, 10th March.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM	8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM	8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN	10.00 P.M. FATSHAN 5.15 P.M. KINSHAN	10.00 P.M. KINSHAN 5.15 P.M. FATSHAN	10.00 P.M. FATSHAN 5.15 P.M. KINSHAN
TUESDAY, 8th March.	FRIDAY, 11th March.	TUESDAY, 8th March.	FRIDAY, 11th March.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM	8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN	10.00 P.M. KINSHAN 5.15 P.M. FATSHAN	10.00 P.M. FATSHAN 5.15 P.M. KINSHAN	10.00 P.M. KINSHAN 5.15 P.M. FATSHAN
WEDNESDAY, 9th March.	SATURDAY, 12th March.	WEDNESDAY, 9th March.	SATURDAY, 12th March.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM	8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM	8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN	10.00 P.M. FATSHAN 5.15 P.M. KINSHAN	10.00 P.M. KINSHAN 5.15 P.M. FATSHAN	10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 13th MARCH, 1910.
The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 P.M.
GREAT REDUCTION IN FARES:
1st Class Return \$1, Single \$1. 2nd Class Return \$1, Single 60 cts.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NAN'ING" 560 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lian" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,

Hongkong, 5th February, 1909.

Manager.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMBEOU,

Proprietor.

N. BEUMENTHAL,

Manager.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.

Mails.
NORDDEUTSCHER LLOYD.
BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR STRAHERS TO SAIL

SHANGHAI, NAGASAKI, KOBE "KLEIST" About WEDNESDAY
and YOKOHAMA Capt. O. Pahnke 9th March.

MANILA, NEWGUINEA, YAP, "PRINZ SIGISMUND" FRIDAY,
BRISBANE, SYDNEY & MEL. Capt. D. Loos 25th Mar., Daylight.
BOURNE

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STRAHERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN, Broc 14th Mar., P.M.
MARSEILLES, VIA PORTS ERNEST SIMONS, Girard 15th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, OCEANIAN, Sellier 28th Mar., P.M.
MARSEILLES, VIA PORTS TONKIN, Charbonnel 29th Mar., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

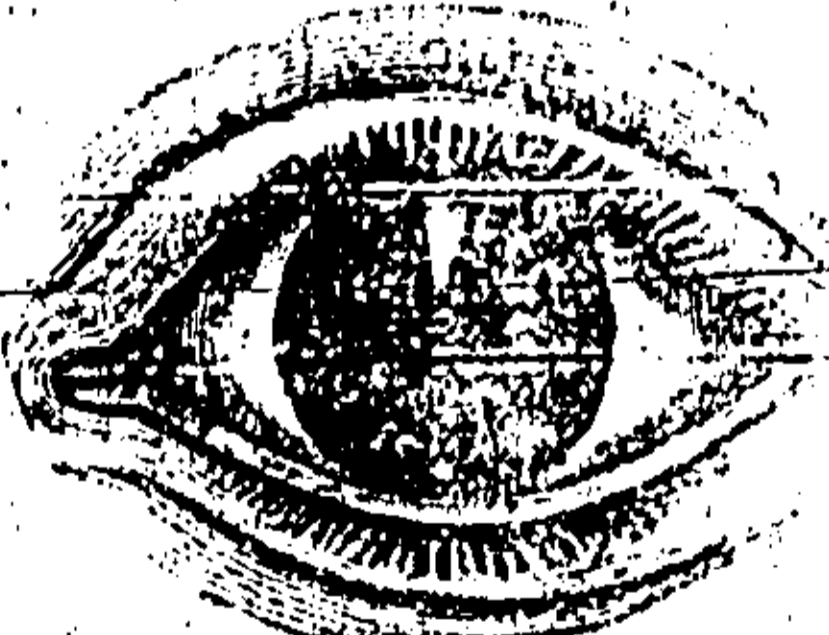
Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 1st March 1910.

Intimations.



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free

LONDON, GALUTTA, SHANGHAI,
John Street, Bedford Row, W.C. 10, Bealock Street 666, Nanjing Road

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste of modern life. It restores the vitality of the brain, and expelling the virus of disease, wherever and in whatever form met with, removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, etc. Its effect is almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bed legs, bad breasts, abscesses, ulcers, scrofulous glands, etc. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

VETARZO BLOOD MEDICINE.

Never before was there anything like it! It is its marvellous properties ever equalled in all cases of poverty, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with, removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, etc. Its effect is almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bed legs, bad breasts, abscesses, ulcers, scrofulous glands, etc. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

Apply to—**TREACHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.**

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 375 ft.	Docking Length 376 ft.	Docking Length 381 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
Liebers, Scotts, A. 1, and Watkins.
Yokohama, April 28th, 1903.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" containing 6 Rooms, Gardens, Tennis Court, Servants' Quarters.

ONE GODOWNS in MASON'S LANE.

Apply to—**DAVID SASSOON & Co., Ltd.**
Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 22nd October, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—**THE COMPAGNIE D'EXPANSION, E. D. SASSOON & Co., Queen's Road Central.**
Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 3rd June, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

9, MACDONNELL ROAD. A HOUSE in WONG-MEI-CHONG ROAD. A HOUSE in RING TERRACE. OFFICES in YORK BUILDING. FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 9th February 1910.

TO LET FURNISHED.

'TANTALLON,' 126A, Barker Road. Rent \$225.00 per month. Seen by appointment only.

Apply to—**GODDARD & DOUGLAS.**
Hongkong, 8th December, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 24th February, 1910.

TO LET.

GODOWN, No. 54, DUBBELL STREET.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 1st June, 1909.

To Let.

TO LET—MODERATE RENTS.

SEMI-EUROPEAN FLATS. Praya East, corner of Observation Place, the Trams stop at the door.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 2nd March, 1910.

For Sale.

FOR SALE

AT **GRACA & CO.**
27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS and **VIEW POST CARDS.**

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamps Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Twistors, Magnifying Glasses, Perforation Gauges.

Novels. Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Prints and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited.
Hongkong, 12th January, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.
Hongkong, 14th August, 1908.

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.
Hongkong, 27th January, 1910.

TSIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.
Consultation Free.
Hongkong, 29th June, 1904.

A MAGISTRATE'S REMINISCENCES.

Mr. R. O. B. Lane, K.C., the well-known London magistrate, who was just retired, writes as follows on his "Reminiscences of London," in an English paper:—

"My memories of my earlier days have recently become so vague and shadowy that I fear I must pass in silence over the greater part of my school and college days.

"I was born in Wicklow, and when the time came for me to go to the 'Varsity, I was sent to Trinity College, Dublin. My career there was, I hope, not without credit, but it must be confessed that I can now recall little of it that might be said to have very great interest.

"I have been asked whether in those days there was anything of the 'ragging' that one occasionally sees reported from Oxford or Cambridge, but I think the discipline must have been much more strict then, for I can recall nothing of a very uproarious character. The only small crime I can remember in this direction is that we used occasionally to break bounds over some rather tempting railings.

"I have always been rather keen on all kinds of sport, and probably for that reason my recollection of sporting events at college is much more vivid. I remember a football match in which there was a lot of 'hacking'—these were the days of the Rugby Union—and as a result, three of us were rather badly damaged; I managed to get my collar bone broken, while two others emerged with broken legs.

"When I was about twenty or twenty-five, it was decided that I should go to London, to the Inner Temple. The trip from Dublin to London was then very much as it is now, except that the railway journey took a longer time.

A TERRIBLE RAILWAY ACCIDENT.

"In connection with this journey I recollect the sensation that was caused all over the country by the disaster to the Irish mail near Aberegele. It may be worth while recalling this disaster, for it not only awakened feelings of horror wherever the news penetrated, but it was, as the *Times* called it next day, 'the most extraordinary and fatal accident ever known on an English railway.'

"The Irish Limited Mail, as it was called, left Euston every week-day morning, if I remember rightly, between seven and eight o'clock. It had performed the journey safely for eight years, and though it travelled on parts of the line at the then remarkably quick speed of forty miles an hour, it was regarded as a very reliable means of conveyance. On this particular morning in August 1865 quite a formidable list of passengers, including the Duchess of Abercorn, wife of the Lord-Lieutenant of Ireland, left Euston, and at Chester there was added to the front of the train an additional coach, in which were Lord and Lady Farnham and their servants.

"Soon after the train left Aberegele it got up a speed of about forty miles an hour, and as it rounded a curve, the driver was horrified to see some trucks standing on the line. It was too late to stop the train—the brakes were not nearly so powerful then as they are now—and the next second the engine had collided with the trucks; and engine, trucks, and the front coaches of the mail were heaped about the metals.

"What followed caused a shudder of horror to pass throughout the country. Between the engine and the coaches of the mail had been a waggon containing barrels of petroleum, and this, in the shock of the collision, exploded. Before anything could be done the foremost coaches were enveloped in flames.

THE CITY OF LONDON.

"I think the most remarkable change I have seen in the last forty years or so has been in the outward appearance of the City of London itself. The London I saw on my arrival at Euston was far from being a beautiful city, but now, though some of the great capitals of the Continent have much to boast of in the way of beauty, not one of them has anything like the grandeur of our modern London. But in the early 'sixties dirt and squalor were the most notable characteristics of some of the streets, especially those about Fleet Street and the Law Courts.

"One of my clearest recollections of my earlier days in London is connected with Temple Bar. The old arch still stood at the entrance to the City, and was really a serious obstruction to traffic opposite the Law Courts, for the narrow arches were generally choked with people if there was anything of a crowd in the streets.

"One illumination night, which had brought out enormous crowds, I was pushing my way through one of the narrow arches when I heard a woman's scream coming from somewhere about my feet. Straining back as far as I could for a second, I saw a woman lying on the ground. She must have fainted in the press, and having fallen under the feet of the people, and being unable to get up, she was in danger of being trampled to death.

"I succeeded in getting my back against one of the walls of the arch, and by pressing one foot against the other wall I was able to make my leg a barrier to keep the crowd back while the woman struggled to her feet. She was rather badly bruised, and I remember taking some credit to myself for being able to carry her into safety.

PRIZE-FIGHTS OF THE SIXTIES.

"Another feature of London life in those days—at least, for the male inhabitants of the city—was the boxing contests. They were infinitely more frequent and more brutal in the 'sixties and 'seventies than they are now, and professional fighters were made much of by the young men of the fashionable world. Prize-fights frequently took place in quiet corners, and I remember going to one that was held amongst the marshes on the south side of the river. I can recall little of

the fight except that by the time it was finished both men were in a terrible state—ears swollen, noses apparently gone, and their bodies horribly cut and battered.

"These fights were, of course, illegal, but the ring received such powerful patronage that the police generally looked the other way until the contest was over.

"I did a good deal of boxing myself, and I remember one contest I had with O'Baldwin. He was called 'the Irish Giant' because he was so very tall and broad, and though I am a fairly tall man myself—some six foot or so—he towered above me, and his blows seemed to fall from high over my head. He was too much for me altogether, and the fight ended by O'Baldwin giving me a smashing blow that sent me into the firetrap.

"Not long ago I recognised, in a witness in a case being tried at my Court, one of my old boxing masters. He had been a champion in his day, but things had gone hard with him, and he had fallen on evil times. I leaned over the bench and spoke to him, and he recognised me quite well."

Intimations.

KWONG FUNG YUEN,
HEAD OFFICE—No. 33, Des Vœux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards.

Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.
Hongkong, 19th January, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents.
Hongkong, 13th December, 1909.

FURNITURE-WAREHOUSE.

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their FURNITURE STORE

at
No. 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Furniture, 6th Avenue, 1908.

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours. Prospectus and all further information from

SIEMSEN & CO.,
(Machinery Dept.) Hongkong
Sole Agents.

Hongkong, 7th December, 1909.

Intimation.

Powell's

Furnishing
DepartmentAT
ALEXANDRA
BUILDINGS,
(FIRST FLOOR)UPHOLSTERED
CHESTERFIELDS,
SETTEES,
FIXED OR DROP
ENDS,
STUFF-OVER
EASY CHAIRS
in a variety of styles,

IN STOCK

ready for covering in
any tapestry which may
be chosen, or in loose
washing covers

BEDROOM . . .

FURNITURE . . .

A Quantity of full
Suites always ready for
delivery in various fin-
ishes.BEDROOM CHAIRS,
TABLES,
AND
LOUNGES
"EN SUITE"BEDSTEADS,
WIRE MATTRESSES,
HAIR AND FIBRE
MATTRESSES,
UPHOLSTERED
BOX-SPRINGS
AND
BED LINEN
OF

Every Description.

Hongkong, 10th February, 1910.

Public Companies

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, on TUESDAY, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LD.,
W. G. DARBY,
General Manager.

Hongkong, 28th February, 1910. [115]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the Company will be held in the OFFICE of the GENERAL MANAGERS, St. George's Building, Victoria, Hongkong, on SATURDAY, the 10th day of March, 1910, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 12th day of March, 1910, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 3rd March, 1910. [112]

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LD.,
General Agents.

Hongkong, 4th March, 1910. [129]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.

Hongkong, 4th March, 1910. [130]

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPOQUE & Co. (Queen's Building No. 4).

CHARGEURS REUNIS,
P. A. LAPOQUE & Co.,
Agents.MESSAGERIES MARITIMES,
P. THOMAS,
Agent.

Hongkong, 29th December, 1909. [86]

Auction.

SPECIAL SALE BY
PUBLIC AUCTION
OF
HIGH CLASS JEWELRY DIRECT
FROM LONDON.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
on
SATURDAY,
the 19th March, from 10.45 a.m. to 12.30 p.m.,
and on
TUESDAY,
the 22nd March, 1910, at 2.30 p.m., at their
Sales Rooms, No. 8, Des Voeux Road,

SINGLE STONE DIAMOND RINGS,
DIAMOND AND RUBY, EMERALD, OPAL,
TURQUOISE AND SAPPHIRE RINGS,
MARQUISE RINGS, GEMSET RINGS,
GOLD AND GOLD-FILLED BANGLES AND
BRACELETS, GENT'S SOLID GOLD AND
GOLD-FILLED WATCHES AND ALBERTS,
DIAMOND TIE PINS AND STUDS, LEVER
WATCHES, OPEN-FACE WATCHES by Ben-
son (cost £25), 18-Carat GOLD WATCH by
Dent (cost £10), GOLD-FILLED RE-
PEATER WATCHES, WALTHAM WATCHES,
LADIES' GOLD AND GOLD-
FILLED LONG GUARDS, NECKLETS,
BROOCHES, CHARMS, CHRONO STOP
WATCHES, NON-MAGNETIC WATCHES,
SILVER-BACKED COMBS, BRUSHES AND
MIRRORS, CIGARETTE CASES, GOLD-
FRONTED LINKS AND STUDS, GOLD
AND GOLD-FILLED EARRINGS, BROO-
CHES, HAT PINS, SILVER BELTS,
FIELD GLASSES, SILVER-MOUNTED
SOFT BOttLES, &c., &c.

A few Lots of E. P. Nickel Silver As quality
TABLE PLATE and CUTLERY.

SUNDRY IRISH LINENS.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

A few Lots of E. P. Nickel Silver As quality
TABLE PLATE and CUTLERY.

SUNDRY IRISH LINENS.
Catalogues will be issued.
TERMS:—As usual.

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TABLE PLATE and CUTLERY.

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Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

CEREAL EXPORT FROM
MANCHURIA

EFFECT OF PROHIBITION.

SERIOUS DISLOCATION OF TRADE
IN HARBIN.

As reported in yesterday's issue, 25th ult., owing to the protest filed by the Powers, the Governor-General of Heilung province, who had issued instructions prohibiting the export of cereals from the Nan-kiang district, has removed the prohibition as far as wheat is concerned. It appears, according to Russian papers to hand, that the Heilung province is not only place affected by the prohibition, which still remains in force in other provinces in North Manchuria. The prohibition has caused an enormous dislocation of business in Harbin and the neighbourhood, and a number of firms or agencies have had to suspend business. The matter is regarded as very serious to Russian interests, and the Russian journals at Harbin devote several columns to reviewing the situation. The *Novaya Zhizn* is of opinion that the edict of prohibition in the Heilung, Bodune and other important trading centres is a direct attack on Russian interests. A joint protest signed by merchants of various nationalities in Harbin and supported by the local Chamber of Commerce elicited the explanation that the Chinese Government was much concerned at the condition of the famished masses in the provinces referred to, as the people had not yet recovered from the unprecedented floods of last autumn, and the price of cereal products was rising daily. The object of the prohibition was to accumulate a supply at home and thus bring about a diminution in the price.

GROWTH OF THE EXPORT TRADE.

Our contemporary notes that the export of cereals from Manchuria has increased remarkably of late years. Thanks to the improved railway facilities and the better organized trade, the export of grain from Manchuria to Europe rose from 3 million pounds (1 good equals 36 lbs.) in 1907 to 7 million pounds in 1908 and to 15 millions in 1909—a five-fold increase in two years. But the area under cultivation is continually being increased with the enlarged demand, and it was expected that as much as 30 million pounds, or 500,000 tons, would be exported to Europe in the present year. By the prohibition, this trade is suddenly stopped, and millions of pounds are lying untouched in the warehouses—not of the exporters, who have not yet had need to buy much of the last crop, but of the small agriculturists and peasants. What is to become of these enormous stocks of grain? asks the journal. They were destined for the export trade, and now there will be no buyers, even at 10 kopecks (10 sen) a good! Moreover, the prohibition at a stroke means the collapse of all China's trade and industry in Manchuria, as these depend almost entirely on the grain trade. It cannot be supposed that the Chinese Government has ignored its commercial interests and deliberately sought to destroy a foreign export trade progressing by leaps and bounds every year, merely in the interests of an alleged starving population which could have been relieved by a special grant or by other means. There must be some other reason for the measure. As is known, the closing of the *franco ports* in the Far East extended along the Amur border, and a heavy duty was placed on flour from Manchuria into the Russian provinces. Nevertheless, wheat has continued to be admitted free, with the result that the flour-milling business has been gradually transferred to Russian centres in the Far East—to Babrovsk, Iman, Blagovestchensk, Vladivostok, etc. This was an undesirable development to the Chinese Government which has apparently, thinks the journal, put an effective brake on the movement by this present drastic scheme.

In a subsequent issue the Harbin journal notes that the only diplomatic protests against the prohibition were from the Russian and Japanese Ambassadors but the latter's was of a lukewarm nature. Evidently, says our contemporary, the Japanese, as usual, have their own methods of finding a way out of the difficulty, so that the whole effect of the prohibition falls on North Manchuria, within the sphere of the Chinese Eastern Railway. A number of foreign firms have closed down, and already two very important concerns are named as having liquidated their affairs. The cereal export trade had attracted the attention of several large firms in Europe and America and offices had been established in Harbin by representatives of London, Hamburg, and other houses. Harbin had thus a brilliant future, which is now to be reduced to naught by the Chinese Government edict. [This was of course written before the removal of the prohibition in Heilung province was announced, and it may be hoped that the other provinces will be treated similarly before long.—Ed J.C.]

On the 11th instant, a crowded meeting of protest against the prohibition of cereals was held at the Harbin Chamber of Commerce. In order to furnish an idea of the difficulties involved by the prohibitive measure, we summarise briefly the lengthy account of the proceedings appearing in the *Novaya Zhizn*. Among those present were representatives of foreign exporters, milling interests, members of the Chamber, representatives of the Chinese Eastern Railway, and others.

The Chairman, M. Fried, president of the Chamber of Commerce, explained the object of the meeting. He said that the prohibition had been sprung upon them unexpectedly, despite the existence of a treaty between Great Britain and China under which the latter promised to give 21 days' notice before prohibiting the export of grain abroad in the event of the danger of famine arising among the people. M. Hermon, in the name of the exporters, stated that a large quantity of grain already purchased still lay stored at the places of production, from which it could not now be removed. Messrs. MacGregor & Co., the firm whom he represented, had made contracts with

Chinese producers and had paid for all the grain contracted for, which now lay in the forbidden areas. All contracts between Chinese and Europeans would be broken by the prohibition. The Chinese authorities had no right to forbid the export of grain which really belonged to Europeans.

The representative of another British firm, Messrs. Craig & Co., cited an example from India, where on the occasion of a prohibition of export the Government allowed a period of grace to the exporters to remove rice already purchased.

After some discussion a telegram was read from the Russian Consul at Mukden to the effect that the prohibition had been placed on another district, that of Kwan-chen-tie. By this, announced the chairman, nearly all the Manchurian provinces were now under the prohibition. A suggestion was made regarding the possibility of bringing a judicial action against the Chinese Government for breach of treaty, or against the Chinese producers for breach of contract.

M. Richter said that the Chamber would have to prove that there was no famine among the people in Manchuria.

M. Daniel said that in the official proclamations issued by the Chinese Government in Bodune there was not a word about famine, only the increased price being mentioned. On the contrary, the harvest was well up to the average.

The Chairman denied that the price had risen. Last year the price had gone up to 85 kopecks, and there was no mention of any hardship among the people then.

A motion to elect a committee to investigate the actual conditions over an extended period was rejected and after some further discussion a resolution was passed for presentation to the Russian Minister of Finance, Trade and Industry, and Foreign Affairs, in the form of a telegram, which was read by the Chairman.

The telegram was in substance to the effect that the Chinese authorities had, on the opening of the Chinese New Year, without any warning prohibited the export of grain from Bodune, which was followed by the closing of the Mukden and Tielshih provinces. Russian grain merchants had sustained serious losses, owing to the impossibility of purchasing or receiving purchased grain. The Harbin milling industry was being left without wheat, and the citizens of Harbin and the people in the whole foreign zone were threatened with a deprivation of flour. The extraordinarily snowy winter had impeded the usual movement of grain, and about two months' supply remained in the warehouses in the forbidden areas. The prohibition was involving the collapse of the principal trade, ruining the Russians, and reducing the railway to inactivity. The telegram notes that immediately on the declaration of the prohibition all delivery of wheat to the railway stations was stopped. All the foreign Consuls could testify that there was no famine in Manchuria. It concludes the telegram, China is found to be justified in her action, then measures must be taken to allow those traders who have suffered to recoup themselves.

After the reading of this telegram the meeting rose.

COMMENT OF A RUSSIAN JOURNAL.

In the course of a leading article in its issue of the 17th ultimo, our contemporary remarks that the Chinese population does not lose by the export of cereals, as they receive in exchange foreign goods, so that on the success of the export depends the expansion of European products on the Manchurian market. The imports of such goods into Manchuria have progressed parallel with the growth of the export trade. For example, in 1908 1,200,000 roubles, which increased in 1909 to 20 millions. Thus the commercial interests of foreigners in Manchuria are closely bound up with the conditions of the cereal trade.

According to the Harbin journal, when the prohibition was declared in Bodune, both on beans and cereals, Chinese patrols were stationed on all the roads leading to the railway to prevent any infringement. The station-master at Tao Lai-chao, on the Chinese Eastern Railway, received an official notice that if the station was not cleared of grain within two days, a half of what remained would be confiscated. A company of troops was posted by the station to enforce the notice. From sundry other facts connected with the prohibition, our contemporary draws the conclusion that China is taking revenge on Russia for the closing of the *franco ports* by the latter and her refusal of the American proposal for the neutralisation of the railways in Manchuria.—*Japan Chronicle*.

Intimations.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, and floor.

Hongkong, 2nd January, 1910. [7]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Gulls and Gulls removed on old ones.

Ladies and Children's Under-clothing, Gulls, Gulls' Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful to any FARM, or old KEYHOLES to be made into Tools for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd March, 1910.

Intimations.

CONFIDENCE.

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOL'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of Cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application)
THE OFFICE OF
FRUSTEN, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Underwritten and Executed,
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 10th March, 1910. [11]

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [47]

JAPANESE MESSAGE.

MASSARU MEIJI SHA,
GRADUATE OF
KOBE MESSAGE SCHOOL.
ATTENDANCE AT
PATIENTS' RESIDENCE.
No. 171, WANCHAI ROAD,
GROUND FLOOR.
Hongkong, 10th January, 1910. [94]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND BODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
I. COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL OIL
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 10th March, 1910. [19]

Intimation.

HONGKONG REGATTA.

SIXTH MEETING.

SATURDAY, 12TH MARCH, 1910.

THE COMMITTEE request the pleasure of the presence of the Ladies of the Colony at the above Regatta at Fenwick's Reclamation, East Point.

By kind permission of Col. PRIOR and OFFICERS, the Band of the 13th Regt will play during the afternoon.

The First Race will be started at Noon. Tickets of Admission, \$1 each, may be obtained at the gate.

FRANK LAMBERT,

Hon. Secretary.

Hongkong, 9th March, 1910. [135]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN."

FROM ANTWERP, LEITH, MIDDLES-
BRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th March, 1910. [134]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of March, at 9.30 A.M.

All claims must reach us before the 19th of March, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 8th March, 1910. [17]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KARONGA."

Captain Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 15th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th March, 1910. [133]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"NILE." Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representatives at the appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 8th March, 1910.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a tea-cupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint 50 cents
" " Gallon \$2.00A. S. WATSON & CO.,
LIMITED.HONGKONG DISPENSARY
and
KOWLOON DISPENSARY.
Hongkong, 2nd February, 1910. (18)

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 10, 1910.
YOUTHFUL CIGARETTE FIENDS
IN HONGKONG.

One of the many forms of mild dissipation which have been condemned out of hand by one section of the medical profession and regarded with a certain degree of tolerance by the other is indulgence in the habit of tobacco smoking. We have seen the cigarette habit described in terms that were almost equal in their rancour to the most perverted denunciations of the opium habit and on the other side the medical supporters of the consumption of tobacco through the medium of the cigarette have been no less strong in maintaining that little or no harm is done by this form of smoking. Of course, in such matters there are always two sides to the question and the difficulty is to distinguish between the value of the respective opinions. Wherever there is indulgence in the habit of tobacco in moderate quantities one would fancy the effects would be apparent in the Far East generally, and in Hongkong in particular, where old and young, men, women and children, daily enjoy their quantum of tobacco in the various forms in which it is prepared. And yet it cannot be said that there is any real evidence of the pernicious effects of indulgence in what is cheerfully known as the "fragrant weed." While the members of the seafaring community visiting Hongkong almost invariably cling to the pipe, and the taipans to the cigar, the average youths plin their faith to the humble cigarette, and it is no uncommon sight to see Chinese ladies of the middle classes unostentatiously puffing away at the last named even in the public street. Now, what are these consumers of tobacco rendering themselves liable to by their habit, which is regarded with so much disfavour by certain bigots? The question is answered by Dr. Walter Lawton in a paper contributed to the *Pharmaceutical Journal* which is quoted by Mr. Frank Brown, Government Analyst, in his report on opium which was tabled at the last meeting of the Legislative Council. In that paper Dr. Lawton wrote: "Tobacco is frequently smoked to the full extent

of a person's capacity for its enjoyment, and it is hard to say what a moderate dose of tobacco-smoke really is. But the consumption of from a half to one ounce of the strongest forms of tobacco, shag (or cavendish), daily, is found, sometimes to cause unpleasant symptoms, after ten or fifteen years. These symptoms are: Tremor, the commonest, fine, rhythmical and intermittent; giddiness; vaso-motor effects, coldness of the extremities, pallor of face and sweating of forehead; sleeplessness—what has been called intra-nocturnal insomnia—this sufferer goes to bed and to sleep, but wakes after two or three hours to spend a night of unrefreshing dozes; tobacco-amblyopia, vision goes down to 6/24, 6/60, or less, the patient, as in the case of cataract, sees best in twilight, and there is a characteristic central scotoma for red and green. This is, of course, of the greatest importance in sailors and engine-drivers. It is especially caused by smoking on an empty stomach, and occurs most frequently in cases of extensive tobacco smoking accompanied by alcoholism. The most unpleasant form of tobacco poisoning is caused by a combination of beer drinking with the excessive smoking of cheap cigarettes. This mixture of evils is very potent in causing pharyngitis, intermittent heart, and mental depression." Truly, such a list is calculated to frighten the most confirmed user of tobacco in any or all its forms, but we think even smokers themselves will agree that there is much to be said against the use, not to say the excessive use, of cheap cigarettes. At the present time the Hongkong market is flooded with cheap cigarettes, made of the commonest tobacco and "got up" in the most attractive style. That these are bound to exercise a pernicious effect on the nerves cannot be gainsaid, especially in the case of the young who are only habituating themselves to the custom of smoking. The question is then: Can the tobacco market in this Colony be purged of this cheap and nasty product? While we do not believe that the Government could very well forbid the importation of all kinds of tobacco we certainly do hold most strenuously that a check should be placed on the sale of tobacco to children under the age of 16 years. It might be suggested that one way of dealing with this undoubted evil would be to impose a tax on cigarettes but we scarcely think that such a course would have the desired effect. It would be costly to collect and the return would be entirely incommensurate with the expenditure involved. Whereas if it were made an offence to sell cigarettes to children of tender years and unformed habits a direct blow would be struck at the root of the evil, and what is more it would have the support and approval of the most pronounced and confirmed smokers. Such a course has been tried with success in London, New York and elsewhere with the happiest results and there is no reason why the plan should not be put into execution with equal success in Hongkong. At all events the Government would be doing a service to the Colony and to the rising generation if the idea were adopted in Hongkong.

LOCAL AND GENERAL.

B.M.S. Edgar, arrived yesterday afternoon from home.

The English mail of the 5th February was delivered in London on the 9th inst.

The foundation stone of the Hongkong University Building will be laid by His Excellency the Governor on Wednesday, 16th inst., at 4 p.m.

It is calculated that Mr. G. Hatcher, who has just retired after forty-five years service as a Great Northern guard, has travelled fully 6,000,000 miles during the course of his career.

It is proposed that Kelantan should have a stamp bearing a design representing a palace resting on two crossed kris. Such a design has been submitted to the High Commissioner for approval.

A CHINAMAN was charged before Mr. E. R. Hallifax, First Police Magistrate, this morning, for harbouring a Chinese married woman. The case was remanded, pending inquiries by the Registrar-General.

THEY have rain also in Sarawak. On Feb. 3rd in twenty-four hours there fell 10.09 inches of rain, of which six inches fell in five hours. This is not a record. On Feb. 8th, 1902, 10.36 inches fell in twenty-four hours.

A CHINESE was awarded six weeks' hard labour at the Magistrate's Court this morning for stealing seven pieces of clothing. The missing articles were traced to the s.s. *Sui Tai*, where he was arrested in the act of leaving the Colony.

At the approaching annual meeting of shareholders of the Chartered Bank of India, Australia and China, the directors will recommend a dividend at the rate of 15% per annum (making 14% for the year) adding £75,000 to reserve fund (raising it to £1,600,000) and carrying forward £124,168.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
A. F. Arcull \$35
MacEwen Frickel & Co. 25
Schmidt & Co. 25
W. O. Jack & Co. 25
J. Lemm 10
J. Crank 5
Hinsley & Co. 5

LEGISLATIVE COUNCIL.

KOWLOON-CANTON RAILWAY.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General R. G. Broadwood, C.B., Hon. Sir Henry May, K.C.M.G., (Colonial Secretary), Hon. Mr. F. A. Havelind (Attorney-General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. F. J. Badesley (Captain Superintendent of Police), Hon. Mr. A. W. Brawn (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. W. J. G. Gresson, Hon. Mr. E. Osborne, Hon. Mr. E. A. Hewett, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Council).

The minutes of the last meeting were read and confirmed.

PAPER.
The Colonial Secretary laid on the table the annual report for 1909 on the Kowloon-Canton Railway (British section).

FINANCIAL MINUTES.
The Colonial Secretary laid on the table the Financial Minutes Nos. 6 to 12A. It was agreed that they be referred to the Financial Committee.

FINANCE COMMITTEE REPORT.
The Colonial Secretary laid on the table the report of the Finance Committee (No. 1 of 1910). It was approved by the Council.

KOWLOON-CANTON RAILWAY.

His Excellency the Governor said it had been his custom for the last two years to lay on the table of the Council a report on the progress of the railway for the preceding twelve months and a revised estimate of the total cost of completion and the report for the last year and the estimate. The revised estimates for completion was now before them and he proposed with the permission of the Council to endeavour to explain the figures and to enlarge on the details of the report as had been done in previous years. They would probably wish in the first place that he should allude to the total cost of the completion of the railway. The original estimate of the Chief Resident Engineer was, as they remembered, \$8,003,642. That estimate did not include the cost of workshops or rolling stock, neither of which could be estimated in June, 1907, at the time the estimate was framed. It did not also include the interest on capital account and the loss of exchange. At the end of the year, before last, 1908, a revised estimate of completion was made by the C.R.E. and was laid before the Council. That estimate included the two items referred to—the cost of workshops and the cost of rolling stock; but it did not include the interest on capital account and loss on exchange. That estimate amounted to \$11,004,128, and at the time the estimate was laid before the Council he went into very considerable detail as to the reason for this very considerable increase. He was glad to say the estimate for the cost of completion did not very greatly exceed those figures, the total being \$12,771,495, the added cost being for interest on capital account and loss on exchange which had hitherto been omitted from all the estimates. He had explained at considerable length at the time he had introduced the annual Estimates of the Colony the reason he considered and the Secretary of State approved the sum being charged to the railway and credited to the general revenue of the Colony. Dealing with the various items in the report the expenditure under the laid remained as it was before. No alteration had been made in those figures by the final decision on the location of the terminal station. He proceeded to state that the official members of the Legislative Council had been requested to meet the members of the Executive Committee to discuss the question as to the position of the terminal station. Two schemes had been submitted and if the scheme they had recommended to the Secretary of State on the advice of the Managing Director was accepted the cost of the site would be reduced by something like four lakhs. If the railway station was placed on the site recently resumed it would probably be increased by the same amount. Instead of a saving of some \$86,000 effected by Mr. Lindsey in the cost of the big cutting at Hungshom by altering the centre line a careful estimate of the total required to complete the earthwork showed there would be an increase on the estimate of \$127,080. In tunnels there was an increase of \$11,310 which included \$25,207 for the completion of the Beacon Hill tunnel. These tunnels had been found to be exceedingly difficult to estimate, due to the exceedingly hard nature of the rock and other causes. The total increase on the original estimate worked out at \$1,607,630 which worked out at something like 73 per cent. on the original estimate. He was thankful to say that all the tunnels on the railway were now completed. They had all been constructed for a double line with the exception of the long tunnel. They would see from the report that No. 1 tunnel was the most costly, that was the only tunnel that was made under contract labour. No. V was by comparison to this tunnel the cheapest of all the tunnels. It spoke volumes for the ability of Mr. Logan both with regard to his executive ability and the control he had maintained over the line. His Excellency went into the figures as to the revised estimates as to the cost of roads, the additional amount due to defective bridges, etc. It was intended, he continued, that the buildings should be of an inexpensive character until time showed what expensive buildings might be necessary. After stating that two and a half lakhs had already been written off on account of depreciation, he proceeded to say that the progress of the railway had been very satisfactory during the past year. The tunnels were now completed. The Beacon Hill tunnel, 7,212 feet long, reflected the greatest credit on the tunnel superintendent and his staff and the engineers engaged on the line under his supervision. It was hoped the line would be open to traffic by July next and

completed entirely by the end of December of this year. The temporary line would not as was intended go, but the route originally proposed but would now follow the permanent route. By the time the rolling stock arrived from England and had been erected it was already over two months overdue—they hoped the bridges now being reconstructed would be finished. He referred to the exceedingly satisfactory character of the medical officers' report, especially with regard to the decrease in malaria cases, which was to the credit and the indefatigable exertions of the medical officer, Dr. Hartley. Towards the end of last year Mr. Lindsey replaced Mr. Eves, the C.R.E. His Excellency said he had every possible reason to be satisfied with what he had seen of Mr. Lindsey's work. Mr. Lindsey had already made several proposals which had tended both to efficiency and economy. He thought they would all agree with him that it had been the best policy to obtain the highest possible expert advice, even if it did mean a little extra cost. He had only to add that if any hon. member should desire any further information or should wish to ask any questions with regard to the railway an opportunity would arise very shortly, probably at the next meeting of the Council, when the resolution would be laid before the Council for the amount of money to be spent during the current year.

PENSIONS.
The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Pension Ordinance, 1882.

The Colonial Secretary seconded.
Bill was read a second and third time and passed.

LIQUORS.
The Attorney General moved the second reading of the Bill entitled An Ordinance to further amend the Liquor Ordinance, 1909.
The Colonial Secretary seconded.
Bill read a second time. The Bill went through Committee, was read a third time and passed.

CRIMINAL LAW.
The Attorney General moved, and the Colonial Secretary seconded, the second reading of the Bill entitled An Ordinance further to amend the Magistrates and Criminal Law Amendment Ordinance, 1909.
Motion agreed to.

SCOTCH OATH.
The Attorney General moved the second reading of the Bill entitled An Ordinance to regulate the Law as to Oaths. He described how the Bill proposed to do away with the kissing of the Bible in order that the opportunity of propagating disease might be obviated.
The Colonial Secretary seconded.
The Bill was read a second time.
The Bill was then considered in Committee, read a third time and passed.

OFFICIAL SIGNATURES FEES.
The Bill entitled An Ordinance to amend the Official Signatures Fee Ordinance, 1888, was read a second and third time and passed on the motion of the Attorney General, seconded by the Colonial Secretary.

POSTPONED.
The following Bills were not proceeded with:—

Second reading of the Bill entitled An Ordinance to amend the Code of Civil Procedure.
Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

ADJOURNMENT.
The Council then adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. It was agreed that the following votes be recommended for adoption by the Council:—
A sum of one hundred and fifty dollars in aid of the vote, Public Works, Extraordinary, Miscellaneous, furniture, etc. for the Public Offices Department matched and the district officers' quarter at Tai Po for use by engineers, surveyors and overseers.

QUEEN'S STATUE SQUARE.
A sum of one hundred and sixteen dollars in aid of the vote, Public Works, Extraordinary, Miscellaneous, bamboo fence around the proposed garden at the Queen's Statue Square.
Mr. Gresson—Is this to be a permanent thing?
The Colonial Secretary replied in the negative.

Mr. Osborne—Why not put up an iron railing?
The Colonial Secretary: We propose to get an iron railing from home.

Mr. Osborne—I am afraid if put up a bamboo railing now we shall never get anything better—(laughter).
The subject then dropped.

FISH BREEDING FOND.
A sum of five hundred dollars in aid of the vote, Public Works, Extraordinary, Miscellaneous, fish breeding pond construction.

MA TAU KOK SLAUGHTER HOUSE.
A sum of two hundred and two dollars in aid of the vote, Public Works, Extraordinary, Miscellaneous, veterinary staff, tallies at Ma Tau Kok slaughter house.

HANSARD REPORTS.
A sum of twenty-eight dollars in aid of the vote, Colonial Secretary's Department and Legislature, other charges, Hansard reports.

COMPENSATION TO SQUATTERS.
A sum of one thousand one hundred and fifty-six dollars in aid of the vote, Public Works, Extraordinary, Public Health and Buildings Ordinance, 1903, compensation to the squatters in Hok Tin village for resumption of their land and for disturbance.

PUBLIC WORKS.
A sum of fourteen thousand six hundred and ninety-four dollars in aid of the vote, Public Works, Extraordinary, for the following items:—
Said Quarters, Tai Po, \$ 281
Additional Room at Queen's College for Pupils, Teachers, 4,725
Market at Aberdeen, 2,100
Extension Tai Po Land Office to afford accommodation for District Officer, 7,488

Total \$14,594
COMPENSATION TO OPIUM DIVAN LICENSEES.
A sum of sixteen thousand seven hundred and forty-seven dollars and twenty-seven cents in aid of the vote, Miscellaneous Services, compensation to the licensees of opium and dress opium divans whose divans have been closed as from the 1st of March, 1909.
Mr. Gresson: Has the attention of the Home Government been called to this expenditure with a view to its being returned to the Colony?
The Colonial Secretary: Yes. His Excellency has referred to it.

This was all the business.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

ANNUAL MEETING.

The forty-first meeting of shareholders in the China Fire Insurance Co., Ltd., was held at the company's office, at noon, to-day, for the purpose of receiving a statement of accounts and the report of the directors for the year ending 31st December, 1909. Mr. R. Shewan (chairman of directors) presided. There were also present—Messrs. J. W. Bandow, G. Balloch, F. Lieb, H. A. Siebs, J. W. C. Bonnar, E. Shelling (directors), J. M. E. Machado, K. D. Gazdar, A. H. M. da Silva, A. Turner, J. W. Taylor, A. P. da Costa, W. H. Wickham, G. S. Cruickshank, Chau Pat, and H. F. Hickman (acting secretary).

The Acting Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen,—The directors' report and statement of the Company's accounts for the past year having been in your hands for some time, I will, subject to your approval, now adopt the usual course and take them as read. It gives the Board much pleasure to present you such a satisfactory report for the working of the year 1909. With a loss ratio of 24.49% of the premium income, as compared with 50.94% for 1908, the balance of profit amounts to \$276,249.75. We propose to deal with this sum as follows:—
Dividend of \$5.00 and a bonus of \$2.00 \$ 60,000.00
Add to extra reserve fund 111,579.92
Bonus to office staff 4,569.83
\$276,249.75

and this I trust will meet with your approval. With regard to the amount placed to the extra reserve fund I would point out that during the year we further extended the field of our operations to the Argentine and South Africa where, working on conservative lines, we hope to be successful. We must not, however, overlook the fact that with the expansion of business, our liabilities increase in proportion, and your directors cannot improve upon you too strongly the advisability of taking advantage of the opportunity afforded in good times, to further strengthen the financial position of the company by continuing to build up this extra reserve fund. Turning now to the accounts, premium and interest accounts show gains of \$39,999.10 and \$1,837.57 respectively, whilst charges are \$1,185.25 less than the previous year. The balance at credit of working account 1909 is \$438,406.93 which is a very satisfactory increase. Our investments in shares appreciated considerably and this accounts for the addition of \$18,768.78 to the investment fluctuation account. The company's surveyors have reported on our advances under mortgage loans and I am happy to assure you that, except in two cases which are now being dealt with, same are satisfactory. Fires during the past year proved rather numerous in India and New Zealand, but I am glad to say in no instance were we seriously involved. I will now move that the directors' report and statement of accounts for the year 1909, as presented, be adopted. After this has been seconded, I shall be pleased to answer any questions that may be put relating to the business before the meeting.

There being no questions,
The Chairman moved the adoption of the report and accounts.
Mr. Turner seconded.
The motion was agreed to unanimously.

Mr. da Silva moved the confirmation of the appointment as directors of Messrs. J. W. Bandow, G. Balloch and F. Lieb.
Mr. Machado seconded.
Carried.

Messrs. R. Shewan and H. A. Siebs were re-elected directors on the motion of Mr. Taylor, seconded by Mr. da Silva.
Mr. Machado moved the re-election of Messrs. W. Hutton Potts and A. R. Lowe as auditors.
Mr. Cruickshank seconded.
Carried *unanimously*.

The Chairman:—That is all the business, gentlemen. I am much obliged for your attendance. Dividend warrants will be posted to-day.

The meeting then ended.

A MAN-EATING CROCODILE.

HUGE SAURIAN PULLS A MAN OUT OF A BOAT.

An extraordinary affair occurred on Klong Samrong, below Ban Hia, a day or two ago, reports the *Bangkok Daily Mail*. A man was quietly paddling along in his boat when suddenly a huge crocodile rose out of the water, caught him by the right arm, and pulled him down. As luck would have it, a police patrol boat from the station at Pak Klong Hui Takhyay was coming along just behind the boat containing the victim of the affair and the constables in it, who saw the whole thing, paddled swiftly up, beating the water and shouting. This had the desired effect and the takhyay released his victim who, on coming to the surface, was pulled into the boat. It was found that the bones of his arm had been broken while the flesh had been terribly lacerated by the saurian's fangs. He was brought to Bangkok and sent to hospital for treatment. There are large numbers of crocodiles in Klong Samrong, but this is the first recorded instance in which they have been known to attack human beings. As the place is of easy access from Bangkok, local sportsmen who are tired of tramping dry paddy fields in search of snipe which are not may be glad to hear that the crocs are so thick there.

A CONSIGNMENT of silk which arrived at Tacoma a week ago Sunday was sent East over the Chicago Milwaukee & Puget Sound Railway and the old St. Paul Line to Chicago and thence to New York arriving in Jersey City in a hours less than 5 days. The silk got here before the bill of lading which came by mail on the same steamer, which brought the silk from Japan. The freight beats the mails from coast to coast.—*New York Times*.

THE ALLANA CASE.

DEFENDANT DISCHARGED.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning, the case was continued in which S. E. Allana was charged by S. A. Marican with the alleged embezzlement of a gold watch and chain and obtaining the sum of \$500 by means of false pretences. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, prosecuted and Mr. F. P. Hett, of Messrs. Bruton and Hett, appeared for the defendant.

Mr. Goldring stated that with regard to the fresh charges he wished to prefer under the Bankruptcy Ordinance, he would make the application later.

His Worship—You mean you don't want the information to be sworn now?

Mr. Goldring—The information has been sworn.

His Worship—Have you seen the application, Mr. Hett?

Mr. Hett—I saw the application this morning. His Worship—Is this a private prosecution, Mr. Goldring?

Mr. Goldring—Yes, I think the best course would be to apply to the Supreme Court to file an affidavit.

His Worship—I don't think there is any necessity for that.

Mr. Goldring—Of course, one gets very little assistance from the Crown in these cases.

Moosa Kharabim was recalled and further evidence having been taken, His Worship held that there was no case to send to the jury and discharged the defendant.

S.S. *La Yang* arrived in port yesterday from Singapore with 1,055 Chinese passengers.

The crime of kidnapping is still in the ascendant. This morning a man was charged before Mr. E. R. Hallifax with kidnapping a Chinese girl fifteen years of age from the custody of her lawful guardian. The man was remanded.

A CHINAMAN was this morning awarded seven days' hard labour for stealing a jacket which had been kept to dry on the hillside at the Peak. The man was formerly a chair-coolie in Major Eaton's employ and has lately been "unemployed."

A CHINESE girl, aged thirteen years appeared before Mr. E. R. Hallifax, First Police Magistrate, this morning charged with stealing a gold hair ornament valued at \$58. In connection with the same case, a woman was also charged with (1) being accessory before the fact and (2) receiving the stolen property. The case was remanded.

THE Government of South-East Dutch Borneo has ordered 250,000 guilders' worth of Hevea seeds from the Highlands and Lowlands company by telegram to Singapore. They are intended for distribution among native cultivators who, at the prompting of Government, are taking to rubber-growing in hundreds. The land there is said to be highly suitable for this line of cultivation.

Capital and Commerce is the title of a new weekly journal, published at Shanghai, whose name clearly denotes the purpose of its promoters. We have received the first two numbers, but it is evident that the journal has not yet got into its stride. Nevertheless, there is ample scope for such a weekly in the Far East where capital and commerce are the main stimulants and distractions of life and it only remains for the editorial staff to allow the high standard which it has set itself to make the journal an assured success. We anticipate a future replete with promise and usefulness for *Capital and Commerce*, which is printed in handy form at the office of the *Shan Hai News*.

THE first of a series of lectures on Hongkong will be given this evening at 8 p.m. at the Chinese Y.M.C.A. Dr. A. Gibson has kindly consented to lecture on "The Markets and Slaughter Houses of the Colony." Slides will be shown illustrating the lecture and several matters of interest pertaining to the Slaughter Houses will be explained. The second number of the series will be given by Lieut. Beckwith, R.N., on "The Harbour of Hongkong, Harbour Stations and Waters of the Colony," and the third by Mr. Jackson on "The Water Supply of the Colony, Its History and Present Works." The chair this evening will be taken by Dr. Wan Man Kai and the interpreter, Dr. Lau Lai.

FIVE men appeared before Mr. J. R. Wood, Second Police Magistrate, this morning, charged (1) with assaulting the compradors of the s.s. *Shin On* on the 26th February last and (2) disorderly behaviour. Four of the defendants were convicted on both charges and fined \$20 each or fourteen days while one of the defendants was discharged. Mr. E. J. Crist prosecuted and Mr. E. Davidson appeared for one of the defendants. The trouble seems to have been caused by the vessel going aground at Cap-sui-mup, whereupon the five passengers approached the shipper and demanded to be sent over to Hongkong on board a steam-launch, but as this would have entailed considerable expense to the Company, the Captain naturally refused, hence the disturbance.

SALON-INOEMA THEATRE.

The management of the Salon-Cinema Theatre is tendering a grand benefit performance to Miss Ada King to-morrow night. An excellent programme will be produced and new artists will appear. It is probable that this will be Miss King's last appearance in Hongkong, and those who have not yet heard her on the stage should not miss this opportunity. Miss Doris McAlay made her first reappearance last night. Mr. Carl Wallner, the whistler and comedian, is still connected with the Salon; he is excellent in his musical turns and can't a lot of merit. Miss Jessie Thorne will make her first appearance at the Salon to-morrow night and should draw a good house for the dance.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" ... SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" ... FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" ... SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" ... FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" ... SATURDAY, MAY 14TH.	"ALLAN LINE" ... FRIDAY, JUNE 10TH.
"MONTEAGLE" ... TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" ... FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" ... SATURDAY, JUNE 4TH.	"ALLAN LINE" ... FRIDAY, JULY 23RD.
"EMPRESS OF CHINA" ... SATURDAY, JUNE 10TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port ... \$45.

Via New York ... \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 11th Mar., 4 P.M.
SHANGHAI	"CHOYSANG"	SUNDAY, 13th Mar., Daylight.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	TUESDAY, 15th Mar., Noon.
MANILA	"LOONGSANG"	FRIDAY, 18th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"ROKSANG"	FRIDAY, 1st April, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 215.
Hongkong, 9th March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU & ILOILO	"KAIYONG"	11th Mar., Daylight.
HANKOW	"SHANGHAI"	12th Mar., Noon.
WEIHAIWEI, CHEFOO & NCHWANG	"HANGHANG"	12th Mar., 4 P.M.
SHANGHAI	"CHINEVA"	13th Mar., Daylight.
MANILA	"TEAN"	15th Mar., 3 P.M.
SHANGHAI	"CHENWAN"	17th Mar., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	18th Mar., 4 P.M.
SHANGHAI	"LINAN"	20th Mar., Daylight.
MANILA	"TAMING"	22nd Mar., 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linsen*, *Chienan*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Telephone No. 10.
Hongkong, 10th March, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
"ZAFIRO"	2540	R. Rodger	MANILA	SATURDAY, 12th Mar., at Noon.
"RUBI"	2540	A. Fraser	"	SATURDAY, 19th Mar., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 7th March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS,
LIMITED.
FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"FLINTSHIRE,"
Captain G. O. Cundy, will be despatched as
above about 1st April.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 2nd March, 1910.

"SHIRE" LINE OF STEAMERS,
LIMITED.
FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"GLAMORGAN SHIRE,"
Captain H. O. Norris, will be despatched as
above on 21st April.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 2nd March, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" ... Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd Mar., at Noon.
Do.	"SEATTLE MARU" ... Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU" ... Capt. H. Murayama	SUNDAY, 13th Mar., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSEI MARU" ... Captain T. Sugi	WEDNESDAY, 16th Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th March, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
PARIS, LONDON AND ANTWERP VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"ATSUTA MARU," Capt. Wm. Thompson, Tons 9200 "KANAGAWA MARU," Capt. I. Nagao, Tons 7000 "HI ACHI MARU," Capt. N. Matheson, Tons 7000 "MIYASAKI MARU," Capt. J. Mori, Tons 9000	WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight.

VICTORIA, B.C. & SEATTLE

"KAWAKURA MARU,"
Capt. K. Kori, Tons 6500

SATURDAY, 23rd Apr. From KOBE.

VICTORIA, B.C. & SEATTLE

"AWA MARU,"
Capt. S. Ishikawa, Tons 7000

TUESDAY, 20th Mar., at Noon.

"IBABI MARU,"
Capt. K. Kawara, Tons 7000

20th April, Noon.

SYDNEY AND MELBOURNE

"KUMANO MARU,"
Capt. M. Wickett, Tons 6000

FRIDAY, 18th Mar., at Noon.

"YAWATA MARU,"
Capt. T. Sakino, Tons 5000

7th April, at Noon.

BOMBAY, VIA SINGAPORE

"COLOMBO MARU,"
Capt. E. Comber, Tons 5000

TUESDAY, 22nd Mar., at Noon.

SHANGHAI, MOJI AND KOBE

"TETOROFU MARU,"
Capt. A. Keith, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

KOBE and YOKOHAMA

"IYO MARU,"
Capt. T. Harrison, Tons 7000

TUESDAY, 15th Mar., at Noon.

"KITAYO MARU,"
Capt. E. Cope, Tons 9000

THURSDAY, 17th Mar., at Noon.

NAGASAKI, KOBE and YAWATA MARU,
Capt. T. Sakino, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

Fitted with new system of wireless telegraphy. *Cargo only. *Carries deck passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO,

Manager

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, OCEAN, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MACEDONIA,"
Captain J. D. Andrews, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for LONDON DIRECT call at BOMBAY
for Passenger and Mails on SATURDAY, the
19th March, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuables only will be accepted for
Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 7th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Points in the United
States of America and Canada, and also
for the principal ports in Mexico, and
Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, P.C., TACOMA & SEATTLE
via
MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain	Sailing Date
"Kumorio"	6,332	J. Mathie	13th March
"Aymeric"	4,303	J. Boyd	20th April
"Suvero"	4,657	F. W. Davies	11th May
"Ossano"	6,132	J. Mathie	5th July

These steamers are specially fitted for the
carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA

For further information, apply to
LODGE & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th March, 1910.

NAVIGAZIONE GENERALE ITALIANA.
(Ritiro and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE
AND PENANG.

Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LEOHORN and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"CAPRI,"
Captain Dini, will be despatched as above on
TUESDAY, the 15th inst., at Noon.

For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 4th March, 1910.

"INDRA" LINE OF STEAMERS,
LIMITED.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"INDRAVELLI,"
Captain Picher, will be despatched as above
on or about 16th March.

For Freight, apply to
JARDINE, MATHESON & Co., LD.,
Agents.

Hongkong, 23rd February, 1910.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE

TO
SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS
Co. proceed from YOKOHAMA DIRECT
to SAN FRANCISCO, without any call at
intermediate ports, affording a fast regular cargo-
boat service from China and Japan to San
Francisco.

THE Steamship

For further particulars apply to
P. A. LAPOQUE & CO.,
Agents at Hongkong,
No. 1 Queen's Building,
Telephone 950.

Hongkong, 6th January, 1910.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "SIKH" ... On 29th March.

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 8th March, 1910.

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG TUNG" ... Capt. H. W. Walker.

"KWONG SAI" ... Capt. M. S. Gown.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong at 3.30 every
evening (Sunday excepted).

These fine Steamers, owned by Chinese
capitalists and Officers by Europeans, are
second to none on the River. Excellent
accommodation for eighteen First Class Pas-
sengers. The Steamers are lit throughout by
Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey ... \$4.

Meals ... \$1.25 each.

The Company's Wharf is situated in front
of the New Western Market, opposite the old
Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 4th April, 1910.

Intimations.

THE DRAGON

CYCLE DEPOT

WILL REMOVE FROM

Nos. 33 & 35

TO

No. 63 DES VŒUX

RD. CENTRAL,

NEXT DOOR TO COSMO.

POLITAN HOTEL,

NEAR VICTORIA CINEMA.

On or before the

15th March.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGON (TASTELESS) FORM.

SELF CURE NO FORTIONS

MARVEL UPON MARVEL

NO SUFFERER

FICED NOW DESPAIR

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE AT QUOTATION BASED ON YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$135	\$135	Reserve \$1,500,000 At Working Account \$2,000,819	£2.5/- for half year ending 31.12.09 @ ex- 1/91 = \$15.11	4 1/2 %	\$950 sellers London 288.70 (ex div.)
National Bank of China, Limited	99,925	7	6	Reserve \$4,000,000 At Working Account \$30,358	\$2 (London 3/6) for 1909		\$73 buyers
MARINE INSURANCES.							
Union Insurance Office, Limited	10,000	\$250	\$50	Reserve \$1,500,000 At Working Account none	\$10 for 1908	7 1/2 %	\$170 sales
North China Insurance Company, Limited	10,000	15	15	Reserve \$1,500,000 At Working Account Tls. 207,573	Final of 7/6 making 15/- for 1908		Tls. 214 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	Reserve \$1,500,000 At Working Account \$8,464,907	Final of 3/7 making 54/- for 1907 and interim of 5/6 for 1908	5 1/2 %	\$910 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	Reserve \$1,000,000 At Working Account \$707,637	\$12 and bonus \$3 for 1907	7 %	\$230 buyers
SHIPPING.							
China Fire Insurance Company, Limited	70,000	\$100	\$20	Reserve \$1,000,000 At Working Account \$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$117 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	Reserve \$1,000,000 At Working Account \$368,711	\$27 for 1907	8 %	\$335 ex div. b.
China and Manila Steamship Company, Limited	30,000	\$25	\$25	Reserve \$7,000 At Working Account \$1,035	\$1 for 1906		\$74 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	Reserve \$100,000 At Working Account NIL	24 for year ending 30.6.1908		\$52 sellers
Hongkong, Canton & Yacoo Steamboat Co., Ltd.	80,000	\$15	\$15	Reserve \$100,000 At Working Account \$89,766	Final of 5 1/4 for account 1910	8 %	\$30 1/2 ex div. a.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	Reserve \$100,000 At Working Account \$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 55.154		\$63 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	15	15	Reserve \$100,000 At Working Account \$13,755	3rd int. of 2/- per sh. (comp. Np. 12) making in all 4/- for 1908 & interim of 1/- for ac. '09	5 %	77 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	Reserve \$100,000 At Working Account \$6,817	\$1.00 for year ending 10.4.1909	4 1/2 %	\$26 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	Reserve \$48,883 At Working Account \$8,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$14 1/2
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	Reserve \$350,000 At Working Account \$5,848	\$5 for year ending 31.12.08	3 1/2 %	\$16 1/2 buyers
Luzon Sugar Refining Company, Limited	7,000	\$1	\$100	Reserve none At Working Account Dr. \$5,848	\$3 for 1897		\$31 buyers
Papak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Reserve Tls. 100,000 At Working Account Dr. \$125,803	Tls. 10 for year ending 31.8.09		Tls. 600 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	Reserve \$175,000 At Working Account \$1,431	Final of 1/6 making 3/- for 1909	7 1/2 %	Tls. 18 1/2
Headwaters Mining Company, Limited	60,000	10	10	Reserve \$1,180 At Working Account none	First year		Tls. 10 buyers
Ramb Australian Gold Mining Company, Limited	150,000	18 1/2	18 1/2	Reserve \$4,178 At Working Account Dr. \$7,101	No. 12 of 1/- = 48 cents		\$64 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	Reserve \$18,086 At Working Account Dr. \$7,411	\$1.75 for year ending 31.12.06		\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	Reserve \$10,000 At Working Account \$10,103	None		\$62 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	Reserve \$10,000 At Working Account \$13,715	Interim of 5/- for account 1909		166 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Reserve Tls. 697,257 At Working Account Tls. 6,261	Interim of Tls. 24 for 1910	6 1/2 %	Tls. 82
Shanghai and Hongkong Wharf Company, Limited	26,000	Tls. 1	Tls. 100	Reserve Tls. 125,000 At Working Account Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 127
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Reserve Tls. 35,000 At Working Account Tls. 4,134	Tls. 6 for year ending 30.2.09	5 1/2 %	Tls. 103 sales
Central Stores, Limited	50,123	\$15	\$50	Reserve \$1,000 At Working Account \$24,641	\$1.20 on old and 60 cents on first new issue		\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	Reserve \$68,971 At Working Account \$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909		\$10 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	Reserve \$10,000 At Working Account \$27,911	Interim of 3/- for account 1909	6 1/2 %	\$80 new buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	Reserve \$26,945 At Working Account \$5,711	45 cents for 1909	6 %	\$74 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	Reserve none At Working Account \$1,912	\$24 for 1909	5 1/2 %	\$27 1/2 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Reserve Tls. 1,583,045 At Working Account Tls. 142,444	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 107 1/2
West Point Building Company, Limited	12,500	\$50	\$50	Reserve none At Working Account \$1,958	Final of 11.80 for account 1909	8 1/2 %	\$41 1/2 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Reserve Tls. 250,000 At Working Account Tls. 40,098	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 134
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Reserve Tls. 40,098 At Working Account \$9,353	50 cents for year ending 31.7.08		\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Reserve Tls. 175,000 At Working Account Tls. 8,173	Tls. 7 1/2 for year ending 30.9.06		Tls. 66 sellers
Laon-Kong Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	Reserve none At Working Account Tls. 1,912	Tls. 5 for 1909		Tls. 75 sellers
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Reserve Tls. 1,172 At Working Account Tls. 1,912	Tls. 50 for 1906		Tls. 380
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	Reserve \$1,500 At Working Account \$648	15 % per share for 1908		\$10
China-Borneo Company, Limited	60,000	\$12	\$12	Reserve \$40,000 At Working Account NIL	\$1.20 for 1908	10 %	\$10 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	Reserve \$1,138 At Working Account \$61,138	50 cents for year ended 28.2.06		\$64 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$1	\$1	Reserve \$100,000 At Working Account \$1,407	80 cents for 1909	8 1/2 %	\$84 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	Reserve \$1,000 At Working Account \$1,801	\$1.20 for year ending 31.7.09	8 1/2 %	\$17 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	Reserve \$15,000 At Working Account \$3,755	Interim of 35 cents for account 1909	10 %	\$74 sellers
H. Price & Company, Limited	12,000	\$10	\$10	Reserve \$5,000 At Working Account \$670	8 cents for year ending 31.12.08	8 1/2 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	Reserve none At Working Account \$5195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	Reserve \$750,000 At Working Account \$7616	Final of 58 for 1909	10 1/2 %	\$157 ex div.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Reserve \$50,000 At Working Account \$790	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$11 sellers
Matuchappi & Co., Ltd. (on London & Yokohama)	25,000	100	100	Reserve Tls. 547,500 At Working Account Tls. 61,924	4th interim of Tls. 12 1/2 for 1909	6 %	Tls. 1,050 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	Reserve \$10,000 At Working Account \$1,404	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.4.09	6 %	\$13 buyers
Peak Tramways Company (new)	25,000	\$10	\$1	Reserve \$10,000 At Working Account \$1,404	1/- paid shares for year ending 30.4.09	3 %	\$13 buyers
Phillips Company, Limited	75,000	\$10	\$20	Reserve none At Working Account \$1,404	None		\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Reserve Tls. 14,810 At Working Account Tls. 73,000	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 157 1/2
South China Morning Post, Limited	6,000	\$25	\$25	Reserve none At Working Account Dr. \$31,096	None		\$25 sellers
Steam Laundry Company, Limited	20,000	\$25	\$5	Reserve none At Working Account \$63	40 cents for year ending 31.5.09	8 %	\$44 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	Reserve none At Working Account \$172	60 cents for year ending 31.12.08	5 %	\$10 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	Reserve \$16,000 At Working Account \$2,613	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	Reserve \$30,000 At Working Account \$2,613	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	Reserve none At Working Account \$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$5 sellers
RUBBERS.							
Allagar Rubber Estates	750,000	1/2	1/2	Reserve none At Working Account none	None		7/6
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	1/2	1/2	Reserve none At Working Account none	Interim of 6d. for account 1909		31/9 sales
Balgonia Rubber Estate, Limited	20,000	\$10	\$10	Reserve \$7,400 At Working Account \$11,05	45 % interim for 1909		\$170
Castelfield Rubber Estate, Limited	20,000	\$10	\$10	Reserve none At Working Account \$2,220	2/6 for 1909		\$90
Damansara (Selangor) Rubber Co.	170,000	1/2	1/2	Reserve none At Working Account none	None		150
Golconda Malay Rubber Co.	80,000	1/2	1/2	Reserve none At Working Account none	None		150
Highland & Lowland Para Rubber Co. (fully paid)	181,454	1/2	1/2	Reserve none At Working Account \$8,784	7 1/2 2nd interim for 1909		127/6 nominal
Kamuning (Perak) Rubber Tin & Co.	950,000	1/2	1/2	Reserve none At Working Account none	None		6/9
do. do. A Shares	105,000	1/2	1/2	Reserve none At Working Account none	None		nominal
do. do. B Shares	105,000	1/2	1/2	Reserve none At Working Account none	None		70/-
Kuala Lumpur Rubber Co., Limited	180,000	1/2	1/2	Reserve none At Working Account none	20 % for year ending 31.6.08		47/6 nominal
Linggi Plantations, Limited (ordinary)	900,000	1/2	1/2	Reserve none At Working Account none	Interim of 40 % for account 1909		90/-
do. do. (7% pref.)	10,000	1/2	1/2	Reserve none At Working Account none	None		47/6 nominal
Lodbury Rubber Estates	6,000	1/2	1/2	Reserve none At Working Account none	None		90/-
do. do. (contributory)	40,000	1/2	1/2	Reserve none At Working Account none	None		90/-
Sagga Rubber Company, Limited	20,000	1/2	1/2	Reserve none At Working Account none	None		90/-
Sandcroft Rubber Company	50,000	1/2	1/2	Reserve \$30,000 At Working Account \$1,275	Interim of 50 % for 1909		\$10 buyers
Sekong Rubber Company, Limited	80,000	1/2	1/2	Reserve none At Working Account none	None		28/6
Shelford Rubber Estate Limited	65,000	1/2	1/2	Reserve none At Working Account none	2 % for 1908		60/-
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	Reserve none At Working Account none	None		\$675 buyers
Sungei Chok Rubber Estate Company, Limited	45,000	1/2	1/2	Reserve none At Working Account none	None		90/6
Sungei Kapar Rubber Company	110,000	1/2	1/2	Reserve none At Working Account none	7 1/2 % interim for 1909		133/6

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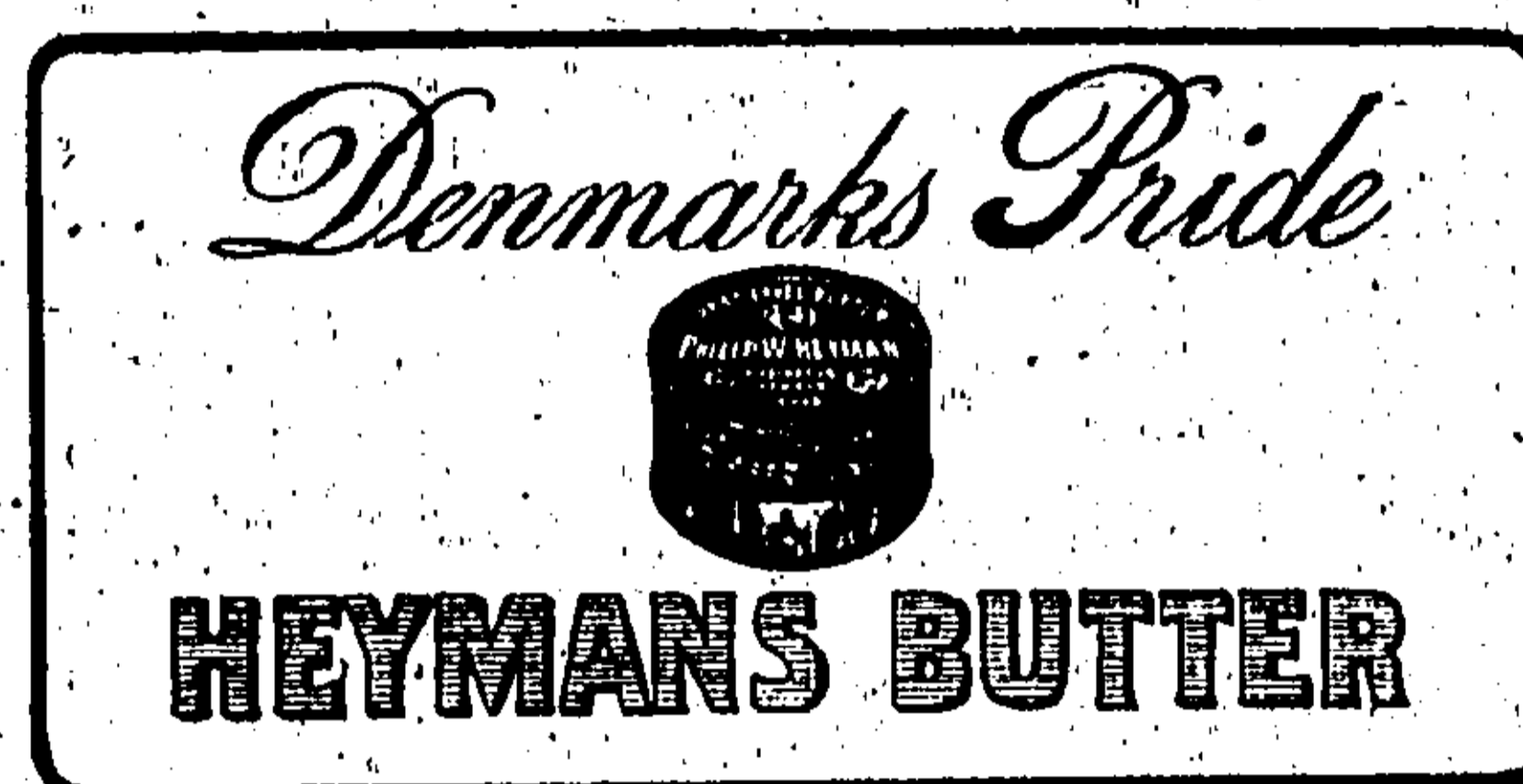
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